Reconfigurable Flight Control Design using a Robust Servo LQR and Radial Basis Function Neural Networks

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Presentation Outline

- Purpose
- Background
- Design Methods Used for Paper
  - Background on Model Reference Adaptive Control (MRAC)
  - Background on Robust Servomechanism LQR
  - Radial Basis Function Neural Networks
- Control Failure Survivability Results
- Results / Time Histories
- Conclusions
  - Remarks
  - Lessons Learned
Control Reconfiguration

General Background / Concepts

- **Purpose of Reconfigurable Control / Why?**
  - Handle Failures & Land Safely
  - Continue on with Mission
  - Buy More Time to Terminate Flight at a Better Location (UAV)

- **Overall Controller Objective.**
  - Maintain consistent stable performance in the presence uncertainties and unmodeled dynamics.
Control Reconfiguration

General Background / Concepts

- Why Adaptive Control.
  - Handles Uncertainties and unpredicted parameter deviations.
  - Adaptive control is better than Robust Control w.r.t. slow varying parameters.
- Why Robust Control (Such as Robust LQR servo design)
  - Handles fast varying parameters and unmodeled dynamics.
  - Has good flight experience.
- Solution to Adaptive & Robust control issues.
  - Merge Adaptive augmentation into a Robust Baseline Controller.
Reconfiguration Flight Control Systems

Motivation / Problem Statement {The Big Picture}
- Land a damaged airplane or, return to a safe ejection site.
- Or continue with mission

General Goals & Objectives
- Flight evaluation of neural net software.
- Increased survivability in the presence of failures or aircraft damage.
  - Increase your boundary of a flyable airplane.
  - Increase your chances to see another day.
  - Increase your chances to continue the mission.
• Airplanes in the Past Have Landed with Major Failures.

• But possibly not as many safe landings as could have, with adaptive control methods.

• Our Goal is to Increase the Survivability Region for the Pilot without luck or high skill levels or when the pilot is injured.
How do we Reconfigure the Controller (called H or K)

Many ways to adapt to a failure or unknown Plant (G) parameters:

→ Adaptation Methods:
  → Non-Learning Methods:
    → Robust Reconfiguration Methods.
    → Fault detection & isolation.
    → Use of smart actuators (Handles only B matrix failures).
    → Reconfigurable Retrofit Architecture methods.
  → Learning Methods:
    → Use of Neural networks
    → Too many to list (such as RBF Radial Basis Function)
Two Types of Adaptive controllers
1. Direct Adaptive
2. Indirect Adaptive

The Direct Adaptive Controller Works on the Errors.
- Needs a Reference Model to Generate $P_{err} = (P_{cmd} - P_{sensor})$
- The Neural Network “Directly” Adapts to $P_{err}$.
- Does not need to know the source of error.
  - No Aero Parameter Estimation Needed
  - No need for persistently exciting signals

The Indirect Adaptive Works on Identifying the source of Error.
- Does Not Need a Reference Model.
- Needs to Identify the Aerodynamics that have changed! (PID)
  - PID is Time Consuming and may not be correct.
  - Needs persistently exciting inputs.
Model Reference Adaptive Control (MRAC)

- **Plant**: Actual Plant parameters (G) are unknown.
- **Reference Model**: Ideal response (\(y_m\)) to \(cmd\) r (Use a Stable Reference Model).
- **Adaptation Law**: Is used to adjust controller (H): can be NNs.
Consider a MIMO system

\[ \dot{X} = Ax + Bu + Ew \quad \text{where } x \in \mathbb{R}^n, \ u \in \mathbb{R}^m, \ y \in \mathbb{R}^p \]

\[ Y = Cx + Du + Fw \]

\( w = \) the disturbance (failed surface)

The dynamic controller is

\[ \dot{x}_c = A_c x_c + B_c (r - y) \]

The open loop augmented system is

\[
\begin{bmatrix}
\dot{x} \\
\dot{x}_c
\end{bmatrix} =
\begin{bmatrix}
A & 0 \\
-B_c C & A_c
\end{bmatrix}
\begin{bmatrix}
x \\
x_c
\end{bmatrix} +
\begin{bmatrix}
B \\
-B_c D
\end{bmatrix} U
\]

Suppose the following condition is satisfied

\[ \text{rank}\left[ \begin{bmatrix} \bar{e} & l - A & B \\ -C & D \end{bmatrix} \right] = n + p \]

The system is controllable and there exist a control law

\[ u = kx + k_c x_c \]

Note:

1. LQR Servo = LQR PI
2. Jammed or failed surface is treated as a disturbance to the system.
3. Approach is simple to implement.

If this statement is true there exist a closed-loop system that is stable.
Remarks:

- For any such control law, asymptotic tracking and disturbance rejection are achieved; that is, the error goes to zero.
- If the augmented system is controllable, the control law can be conveniently found by applying the linear quadratic regulator (LQR) approach to the augmented system.
- After setting up the augmentation we now need to solve for the gain \((k, k_c)\)
  - Just use LQR.
  - This setup allows for a LQR tracker solution.

Control Law

\[ u = kx + k_c x_c \]

\[ e = r - y \to 0 \]

The augmented system is

\[
\begin{bmatrix}
\dot{x} \\
\dot{x}_c
\end{bmatrix} =
\begin{bmatrix}
A & 0 \\
-B_c C & A_c
\end{bmatrix}
\begin{bmatrix}
x \\
x_c
\end{bmatrix} +
\begin{bmatrix}
B \\
-B_c D
\end{bmatrix} U
\]
Optimize the following cost function. Optimal linear-quadratic-regulator (LQR) problem.

\[ J = \int_{0}^{T} (x'Qx + u'Ru)dt \]

The algebraic Riccati equation

\[ 0 = A'P + PA + Q - PBR^{-1}B'P \]

And the optimal control is given by:

\[ u(t) = -R^{-1}B'Px(t) = Kx(t) \]
Why Neural Networks?

- Neural Networks are Universal Approximators.
- Minimizes a $H^2$ norm.
- They permit a nonlinear parameterization of uncertainty.
- Why Radial Basis Functions (RBF):
  - RBFs will de-activate when signal is outside "neighborhood".

Activation function

$$
\phi(x) = e^{-\frac{\|x - r\|^2}{2\sigma}}
$$
The output of a RBF network with $K$ neurons:

- $\phi_k(x)$ is the response of the $k$th hidden neuron for input vector $x$.
- $w_k$ is the connecting weight of the output neuron.

$$ f(x) = NN(x) = \sum_{k=1}^{K} w_k \phi_k(x) + b $$
Neurons

1 Hidden layer with 4 Neurons and 2 Inputs

\[ f_j = w_0 b + w_1 x_1 + w_2 x_2 + w_3 x_3 + w_4 x_1 x_2 \]

\( \phi \) means activation function
2 groups of failures are “common” among aircraft mishaps/crashes.

- Aerodynamic Failures or uncertainties (A Matrix problems / lost aero surfaces, bent wings)
  - Or Not well known aero terms due to modelling errors.

- Control Failures (B Matrix problems / jammed control surfaces)
  - Right stab jammed at 8. deg from trim
Control Reconfiguration Results

- Time History of Surface Failure (B matrix)
- Failure = Right Stabilator Jammed.
  - At time = 10 seconds / 8 deg from trim.
  - At time = 30 seconds Failure goes away (crew fixed the failure).
- Neural Networks
  - Neural Networks turned off for the first run.
  - Neural Networks turned on for second run.
  - Without Dead Zones.
Robust Model Reference Adaptive Control Design

F-18 LQR-Tracker (Robust Servo LQR) Model Reference Adaptive Control System Design

March 01, 2005
Failure = Right Stab 8. deg at 10 seconds with & without NN
Failure goes away at 30 seconds / Pilot Input is Roll doublets
Failure = Right Stab 8. deg at 10 seconds with & without NN
Failure goes away at 30 seconds / Pilot Input is Roll doublets
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Neural Network Signals
Failure = Right Stab 8. deg at 10 seconds with & without NN
Failure goes away at 30 seconds / Pilot Input is Roll doublets
Control Reconfiguration Results

- **Time History of Surface Failure (B matrix)**
- **Failure = Right Stabilator Jammed.**
  - At time = 10 seconds / 8 deg from trim.
  - At time = 30 seconds Failure goes away (crew fixed the failure).
- **Neural Networks**
  - Neural Networks turned off for the first run.
  - Neural Networks turned on for second run.
  - With Dead Zones & 20% decrease in learning rates.
Failure = Right Stab 8. deg at 10 seconds with & without NN
Failure goes away at 30 seconds / Pilot Input is Roll doublets

NN with Dead-Zones & Slower Learning
Failure = Right Stab 8. deg at 10 seconds with & without NN
Failure goes away at 30 seconds / Pilot Input is Roll doublets

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NN with Dead-Zones & Slower Learning
Conclusions & Remarks

Method presented:
- Robust LQR Servomechanism design with Model Reference Adaptive Control
  - Reference Model was a “health” aircraft.
  - Used Radial Basis Function Neural Networks

Results:
- LQR Servomechanism behaved well with a failure.
- Using the Neural Networks improved the tracking compared to not using the neural networks.

Lesson learned:
- Test the removal of the failure with Neural Networks active to ensure good performance.
  - The crew could fix the problems and you don’t want the adaptive system to go unstable.
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